

**Amendments to the Specification**

Please replace the paragraph beginning on page 5, line 14 with the following amended paragraph:

Figure 5 is a perspective view of an actuator motor in accordance with an embodiment of the present invention; and

Please replace the paragraph beginning on page 5, line 16 with the following amended paragraph:

Figure 6 is a top view of the actuator motor of Figure 5; [.]

Please add the following new paragraphs immediately following the paragraph beginning with Figure 6:

Figure 7 is a block diagram showing an actuator in accordance with another illustrative embodiment of the present invention;

Figure 8 is a block diagram showing an actuator in accordance with another illustrative embodiment of the present invention; and

Figure 9 is a block diagram showing an actuator in accordance with yet another illustrative embodiment of the present invention.

Please replace the two paragraphs beginning on page 15, line 3 with the following amended paragraphs:

In the above Figures, the brake mechanism is shown as a governor located inside the motor housing, which uses friction to limit the return speed of the valve. However, it is contemplated that the brake mechanism may be any sort of mechanism that limits the speed of valve movement, at least in one direction. For example, and referring to Figure 7, it is

contemplated that the brake mechanism 135 may include a governor 137 that uses air pressure or magnetic forces to limit the valve speed. In one example, an electrical load may be selectively applied to the terminals of the motor 134, such as when the motor 134 is not actively driven to close or open the valve. When the electrical load is applied to the terminals, the motor coils may have to drive the load when the motor 134 turns, thus limiting the speed of motor 134 and thus valve movement.

In another illustrative embodiment, and referring to Figure 8, the brake mechanism 135 may include a transmission 139 or the like that changes the gearing ratio of the actuator assembly depending on the direction of movement or speed of the valve. In another illustrative embodiment, and referring to Figure 9, the brake mechanism 135 may include a controller 141 that applies an electrical drive signal may-be applied to the motor 134 one or more times while the motor 134 is otherwise un-powered and the springs are closing the valve. In some embodiments, the electrical drive signal may include a number of sequential pulses. This may tend to selectively activate the motor 134, thus slowing the return speed of the motor 134 and thus the valve.